

NOVEMBER 2008

MARINA READER



LONG BEACH PARKS, RECREATION & MARINE

LBPD - MARINE PATROL

Marine Patrol Officer Prentice was recently patrolling the Alamitos Bay Marina when he saw a subject in the parking lot he did not recognize. Officer Prentice watched for a few moments to ascertain if he was alone and what his intentions were; when two ordinance violations were observed Officer Prentice initiated contact. It was determined the man had no lawful business in the area and was on parole for thefts, and Officer Prentice began a very thorough investigation. The subject could not account for some credit cards, a palm pilot, and other articles in his possession. Officer Prentice used his experience and training to deduce that many of items in his possession were actually stolen. Believing that some of the articles may have been stolen in Orange County, Officer Prentice began coordinating his investigation with Seal Beach Police. The parolee had burglarized an elderly woman's home in Seal Beach and stole items that included the credit cards - and in fact he had just purchased beer and food with one of the cards! The man also burglarized a construction site next the lady's home and stole copper tubing, wiring, etc. Due to Officer Prentice's pro-active approach to patrolling, a parolee cruising the marina was charged with two felony counts of burglary, and most of the victims' loss was returned!

Remember- if you see somebody or something that doesn't seem right, don't hesitate to contact our Police dispatchers at the 24-hr number (562) 435-6711.

ALAMITOS BAY MARINA REBUILD UPDATE

The timing for the rebuild of the Alamitos Bay Marina (ABM) included a hearing before the City's Planning Commission in October, and a hearing at the State Coastal Commission in February 2009. However, the schedule has unfortunately been backed up approximately six months due to an issue with eelgrass.

According to a Federal Eelgrass Policy, adopted in the early 1990s, the removal of eelgrass must be mitigated at a ratio of 1.2 to 1. When we surveyed the dredge area under the entire ABM, we found about 1,400 square feet of eelgrass, which means we need to re-plant about 1,700 feet of eelgrass somewhere else. Because eelgrass is prevalent in Alamitos Bay, there are few areas where we can mitigate. We have communicated with the State Department of Fish and Game, who monitors compliance with the policy, and have determined that the best place to mitigate is the Cerritos Channel adjacent to the Pacific Coast Highway bridge. We have determined that this mitigation will cost about \$1.5 million and eliminate ten Basin 6 North slips, which generate about \$60,000 in revenue a year – a very costly mitigation.

The real problem, however, is a second part of the Eelgrass Policy. That section requires that "potential eelgrass habitat" must also be mitigated on a 1 for 1 basis. What this means is that if we have soft-bottom areas that are less than 8-feet deep, even if eelgrass is not growing, we must re-create that habitat somewhere else. We have measured those areas under the marina, and calculate that we must re-create about 146,000 square feet of this habitat, roughly three acres, even though eelgrass is not growing there and is prevalent throughout the Bay!

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GPS “HANDS ON” SESSIONS OFFERED

The USCG Auxiliary, Flotilla 53 will be offering a two (2) session “hands on” course in the use of GPS receivers on Tuesday, December 16 and Thursday, December 18, 2008, from 7:00 PM to 9:00 PM, at West Marine, 16390 PCH, Huntington Beach, CA.

The December 16 class will cover:

- GPS receivers and the GPS system
- The position page, i.e. current latitude and longitude
- “Mark” a position
- Entering a position (Waypoint) identified by Latitude and Longitude
- Optional, entering additional positions for homework

The December 18 class will cover:

- “Go To” a previously entered waypoint
- Check your courses and distances
- GPS failures
- Accuracy
- Navigation techniques with a GPS

Class size will be limited to 10 students. There will be a \$35 charge for this course, which includes textbook and handouts, to be prepaid by November 24. Make checks payable to “Flotilla 53” and mail to Paul Busher, 16211 Woodstock Lane, Huntington Beach, CA 92647.

For further information and pre-registration please call Paul Busher, (714) 840-0232.



TIDE CHART FOR NOVEMBER 2008

| | LOW TIDE | | | | HIGH TIDE | | | |
|--------|----------|-----|-------|------|-----------|-----|-------|-----|
| | AM | Ht. | PM | Ht. | AM | Ht. | PM | Ht. |
| 1. Sa | 4:13 | 2.8 | 6:29 | 0.3 | 12:23 | 3.5 | 10:43 | 5.6 |
| 2. Su | 3:30 | 3.0 | 6:24 | 0.6 | 1:33 | 3.3 | 10:16 | 5.3 |
| 3. Mo | -- | -- | 7:30 | 0.8 | 10:56 | 4.9 | -- | -- |
| 4. Tu | -- | -- | 8:39 | 0.8 | 11:56 | 4.6 | -- | -- |
| 5. W | 8:16 | 3.6 | 9:37 | 0.8 | 5:01 | 3.8 | 1:31 | 4.2 |
| 6. Th | 10:09 | 3.2 | 10:23 | 0.8 | 5:09 | 4.1 | 3:10 | 4.1 |
| 7. F | 11:06 | 2.5 | 11:00 | 0.9 | 5:23 | 4.4 | 4:27 | 4.1 |
| 8. Sa | 11:50 | 1.8 | 11:33 | 1.0 | 5:41 | 4.9 | 5:29 | 4.2 |
| 9. Su | -- | -- | 12:30 | 1.0 | 6:03 | 5.4 | 6:23 | 4.3 |
| 10. Mo | 12:05 | 1.1 | 1:10 | 0.2 | 6:28 | 5.9 | 7:15 | 4.4 |
| 11. Tu | 12:38 | 1.3 | 1:51 | -0.5 | 6:57 | 6.4 | 8:05 | 4.6 |
| 12. W | 1:12 | 1.6 | 2:25 | -1.0 | 7:30 | 6.9 | 8:56 | 4.2 |
| 13. Th | 1:48 | 1.8 | 3:21 | -1.3 | 8:07 | 7.1 | 9:50 | 4.1 |
| 14. F | 2:27 | 2.1 | 4:11 | -1.3 | 8:48 | 7.2 | 10:49 | 3.9 |
| 15. Sa | 3:10 | 2.4 | 5:06 | -1.2 | 9:34 | 7.0 | 11:55 | 3.7 |
| 16. Su | 4:00 | 2.6 | 6:05 | -0.9 | 10:25 | 6.6 | -- | -- |
| 17. Mo | 5:06 | 2.9 | 7:10 | -0.5 | 1:09 | 3.7 | 11:24 | 6.0 |
| 18. Tu | 6:39 | 3.1 | 8:15 | -0.1 | 2:26 | 3.9 | 12:36 | 5.3 |
| 19. W | 8:31 | 2.9 | 9:17 | 0.2 | 3:31 | 4.3 | 2:03 | 4.7 |
| 20. Th | 10:07 | 2.3 | 10:11 | 0.6 | 4:22 | 4.7 | 3:33 | 4.3 |
| 21. F | 11:18 | 1.6 | 10:58 | 0.9 | 5:03 | 5.1 | 4:55 | 4.1 |
| 22. Sa | 12:13 | 0.9 | 11:37 | 1.3 | 5:37 | 5.5 | 6:03 | 4.0 |
| 23. Su | -- | -- | 12:58 | 0.4 | 6:08 | 5.8 | 7:01 | 3.9 |
| 24. Mo | 12:12 | 1.7 | 1:38 | -0.1 | 6:37 | 6.0 | 7:51 | 3.8 |
| 25. Tu | 12:42 | 2.0 | 2:13 | -0.3 | 7:04 | 6.1 | 8:36 | 3.8 |
| 26. W | 1:11 | 2.2 | 2:47 | -0.5 | 7:30 | 6.2 | 9:16 | 3.7 |
| 27. Th | 1:38 | 2.4 | 3:21 | -0.5 | 7:58 | 6.2 | 9:56 | 3.6 |
| 28. F | 2:06 | 2.6 | 3:55 | -0.5 | 8:26 | 6.1 | 10:36 | 3.6 |
| 29. Sa | 2:24 | 2.7 | 4:32 | -0.3 | 8:57 | 5.9 | 11:20 | 3.5 |
| 30. Su | 3:05 | 2.8 | 5:11 | -0.1 | 9:29 | 5.7 | -- | -- |

“Alamitos Bay Marina Rebuild Update” (continued from page 1)

Our consultants have told us that even though this policy has existed nearly two decades, the regulatory agencies have just recently begun strictly enforcing it. This means that we will not be able to get a Coastal Development Permit from the Coastal Commission unless we comply with the policy, or somehow convince the regulatory agencies that this is not feasible or is unneeded.

In a recent meeting with our consultants, expert attorneys and our attorneys, we were advised that if we were to challenge the policy, we would be unwise to do it unless we first did a full environmental impact report (EIR). Fortunately, we have already done a significant amount of work, so we believe that the full EIR should take no more than six additional months, not the year that it normally takes.

As a result, we are now planning to take this issue to the Planning Commission in April, and hope to get to the Coastal Commission no later than August 2009. That should be our final step, and the rebuild will get underway.

FROM THE MANAGER



From the Manager

By Mark Sandoval, Manager of Marinas and Beaches

My only topic today is the rebuild of the Alamitos Bay Marina. This has been, and is, quite a different struggle than the rebuild of the Downtown Marinas. It is a completely different type of project, involving dredging and extensive pile replacement, so we anticipated most of our challenges. One challenge, however, relating to the dredging impact to eelgrass, was unexpected. I have written a project update in a separate article, which describes this challenge and what it has done to our project timeline.

Unfortunately, this delay means that we need to limp along with our existing, decrepit docks for a longer period of time. I have been walking and examining docks, particularly in basins 1 and 2, and assure you that we recognize the extent of the problems out there. The primary problem is the failure of floats, which causes the dock to undulate, and the boards to pop up. This problem is exacerbated by the fact that the wood deck cannot be adequately secured to the sub-structure because the sub-structure is shot. So in essence, we have a problem with the floats, a problem with the sub-structure and a problem with the deck – basically a massive dock problem. Since we are embarking on a complete rebuild in the relatively (hopefully) near future, we do not want to spend money to totally rebuild the docks, since they will be removed and replaced with the rebuild. However, we do recognize that we need to do what we can to hold the system together until the rebuild. The immediate solution is to identify the docks with the worst issues, and move forward with a major “fix”. We have done that with Dock 11, where we essentially re-floated the dock to a level condition, which should reduce the instances of deck boards popping up. We intend to replicate this process on other docks. This is not a small project, and will not result in a new looking dock, but it greatly helps the issue of dock undulating and board popping.

That brings me to your role. Obviously, when we have weak floats resulting in dock twisting and deck failures, additional weight on the docks exacerbates the problem. Maintenance is reporting numerous instances where items stored on the docks are problematic, and as a result, we are going to be very aggressive in enforcing our rule about storage on docks. We will begin a red-tagging program immediately, and will begin impounding in November if the problem persists. In addition, if we see a dock box that appears to be causing a problem due to its weight, we may request that you meet us at the slip to see what you are storing in the dock box. I trust you realize that this is for the good of the marina, and as docks age, they cannot hold the same weight that they once did.

I will continue the push to move forward on the rebuild as fast as we can, but in the interim, I appreciate your patience and cooperation on managing the problems together.

As always, happy and healthy boating.

Mark A. Sandoval